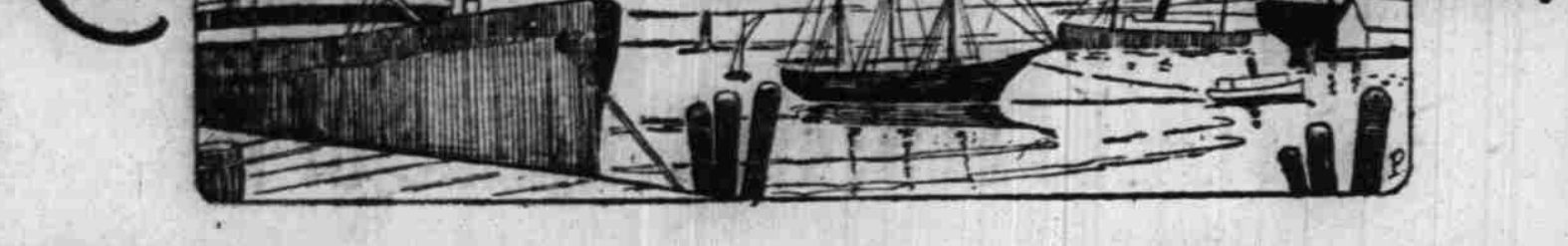


# CARGO AND CABIN



## UNINJURED, SHIP EDWARD SEWALL REFLOATED

Remaining imbedded in soft coral that serves as a barrier reef near the entrance to the harbor of Kahului, for twenty-four hours, the big American ship Edward Sewall, was towed into that harbor shortly after three o'clock yesterday afternoon, the vessel having been refloated at 2:45 p. m. apparently sustaining little or no injury to the bottom of the ship.

Messrs. John Waterhouse, representing Alexander & Baldwin, J. A. Kennedy, president and general manager for the Inter-Island Steam Navigation Co., Superintendent Shedy also of the coasting steamship company, Captain Castle, Frank Richardson, and a number of employees returned in the steamer Claudine, reaching Honolulu last evening and bringing complete details of the stranding of the windjammer but little distance to the entrance of Kahului harbor along about seven o'clock Saturday morning.

The first wireless message announcing the unfortunate plight of the Edward Sewall was received at the office of Alexander & Baldwin Saturday afternoon. The matter was then brought before the management of the firm which represents the big sugar carrier in these islands. At 3:30 p. m., President and General Manager Kennedy of the Inter-Island, was called into conference and at eight o'clock Saturday night, the steamer Waiwale with Messrs. Waterhouse, Kennedy and a salvage corps, together with powerful gear was dispatched to the scene.

Story of the Stranding  
Last evening it was learned that with the assistance of a thousand foot, five-inch steel cable, and a line from the Inter-Island Waiwale and the United States naval tug Navajo, the Edward Sewall, began to move from the bed of coral to deeper water.

The return of the party of salvagers yesterday was awaited with intense interest by a large following of local shipping men. The Edward Sewall, with between thirty and thirty-five tons ballast, reached an anchorage some distance from the breakwater on the afternoon of April 28.

According to the story that reached here yesterday, Captain Quick, master of the vessel, while eighteen miles off Kahului, began to shorten sail as he came up to a closer anchorage. In leaving San Francisco, the ship is declared to have been manned by a green crew. Of the entire number, it is said that but two men possessed any knowledge of seamanship. Delay in taking in sail is now charged as accountable for the vessel gradually settling toward the land, and a narrow point of reef, extending into the open sea about a mile from the breakwater.

When Captain Quick realized that his men were unable to gather in sail, he then ordered out an anchor. A strong northeast breeze was blowing at the time, which, before all sail had been furled, had caused the lightly laden sailing vessel to settle into a berth on the coral.

The little tug Leslie Baldwin had been summoned. A line was sent aboard the Sewall before the big ship had reached the reef. The Sewall was then drifting at about seven knots per hour in the direction of the projecting land, when it was seen that other and more powerful assistance would be required. Captain Quick was then reported as deciding upon setting some sails, with the expectation that the vessel might pay off to some extent.

When the ship became firmly settled on the reef, soundings were taken and it was found that the reading showed but seven feet of water. The Sewall reached Kahului drawing but eight feet, owing to the very small amount of ballast carried on the voyage from the Coast. At a point a little above the midships, soundings revealed water ranging from seven to nine feet. The vessel went on the reef stern first, the bow hanging comparatively free.

Considerable surprise was expressed last evening with the return of the party that the Sewall had escaped with practically no injuries. A sounding taken at several portions of the ship after the vessel had been brought into Kahului harbor indicated that less than two inches of water was in the hold.

The Edward Sewall did not pound on the reef during the hours of imprisonment. While a gentle swell prevailed, this caused no damage to the bottom, so it was stated with the return of the party. It was while the tide was at its highest that the big vessel finally gave way to the terrific strain exerted through her steam winches, and the block and tackle brought to bear upon the new five-inch steel cable, supplied by the Inter-Island company.

The wrecking gear and equipment carried to the scene by General Manager Kennedy included two reels of new cable, as well as a pair of specially constructed anchors, intended for this sort of work. The outfit was imported from the mainland some two years ago and has been kept here for emergencies. The steel cable pos-

sesses the strength of a fourteen-inch manila rope and the equipment is rated as the most powerful in the islands. Everything was in readiness and when the Waiwale reached Kahului at daybreak Sunday morning, little time was lost in transferring the material from the steamer to the stranded ship.

That the position of the Sewall was regarded as extremely perilous is evidenced by the fact that Alexander & Baldwin had a conference with the local agents of the Matson line, following which a full report of the Sewall's predicament was wireless to Captain Weedon of the steamship Lurline, Saturday night. Shipping Manager Drew of Castle & Cooke informed Captain Weedon that if the vessel was not afloat by last evening, he would be directed by wireless, to divert his vessel to Kahului and go to the assistance of the stranded ship.

Captain Quick and General Manager Walsh, of the Kahului Railway, were in complete charge of salvage operations.

The Union Oil Company steamer Lansing, Matson Navigation tug Intrepid and Inter-Island steamer Claudine never had a line on the stranded vessel, so it was reported last evening.

The Waiwale and the Navajo carried lines from the ship up to the time it was refloated.

A corps of experienced divers with the Inter-Island are to depart for Kahului in the Claudine, sailing this evening. They will make a minute inspection of the vessel's bottom. Upon their report will devolve the future movements of the big ship. The prediction has been freely ventured by those who were present at the stranding, that the Edward Sewall will be found intact, following the brief period spent on the coral reef. The coral at that point is pronounced particularly soft. No time was lost in the return of the wrecking party, they having reached Honolulu before midnight, bringing an interesting account of the disaster.

### Beachy Now Headed This Way.

The British steamship Beachy, a vessel with capacity for 6000 tons of coal, is reported as on the berth at Newcastle, N. S. W., to load for Honolulu. The Beachy is expected to bring cargo destined for the Inter-Island bunkers. Upon completion of the discharge of cargo here, the Beachy is expected to proceed to Puget Sound to take on a cargo of lumber for the return trip to the Antipodes. The vessel is expected to make the passage from the Australian coal port to the islands in about 22 days.

### Italian Line Now Promised.

A line of steamers effecting a more or less direct passage between Italy and British Columbia is the announcement that comes from the coast. The claim is made that several officials, representing one of the largest steamship companies of Italy have been spending some time at Ottawa, in the interests of the establishment of the new service. The steamers are expected to use the Panama canal in transit from the Atlantic to the Pacific.

### Railway Launches New Ferry.

The Japanese Volunteer Fleet steamer Sakaki-maru was launched recently from the Kawasaki Shipbuilding yard at Kobe. The steamer has an aggregate tonnage of 3500 and will be chartered in June by the South Manchuria Railway Company to be used as a ferry-boat between Dairen and Shanghai. She is the third steamer of the fleet.

### Kauai Sugar Report.

Sugar continues to pile up at the several plantation warehouses along the coast of Kauai, according to report that reached this city yesterday with the arrival of the Inter-Island steamer Kinau. The list includes the following: K. S. M., 1850 bags; K. K. B., 1500; G. & R., 3095; C. F., 4000; L. P., 2900; M. B., 2734; M. A. K., 21,004.

### Claudine Brought Salvage Corps.

The salvage corps, including Messrs. Kennedy, Waterhouse, Shedy and others, returned last evening as passengers in the Inter-Island steamer Claudine, that reached port at midnight. The Claudine was delayed in leaving Kahului, owing to the stranding of the American ship Edward Sewall off the harbor. The refloating of the huge ship at 2:45 yesterday afternoon decided the officials to return to Honolulu without delay. The vessel brought few passengers and a small cargo.

### Sonoma Has Room for Many.

In departing from Sydney, N. S. W., the Oceanic liner Sonoma has room for 125 cabin passengers for San Francisco, according to a cable received at the agency of C. Brewer & Co. Saturday afternoon. The vessel is proceeding to this port by the way of Pago Pago, and is due to reach Honolulu on May 16. A very large shipment of refrigerated meat is destined for discharge here. The prediction is made that Oceanic liners plying between Australia and Honolulu will for the next eighteen months have all available cargo space filled to capacity with refrigerated meat, consigned to the quartermaster department of Hawaii. The army is using increasing quantities of Australian beef and mutton.

## LURLINE TO CALL AT HILO

To cope with a tremendous accumulation of sugar at Hilo and several Hawaii ports, the Matson Navigation steamer Lurline, now approaching the islands from San Francisco, is to pay a call at Hilo.

Shipping Manager John Drew has announced that the Lurline will be dispatched from Honolulu for Hilo on Wednesday evening. The vessel is due to arrive at Honolulu early tomorrow morning, with 50 cabin and 6 steerage passengers, 255 sacks of late mainland mail and a cargo for this port amounting to 3200 tons. In this are 8 automobiles and 345 packages express matter.

The Lurline was supplied with freight for Kahului, amounting to 340 tons, before leaving San Francisco. Cargo to the amount of 80 tons and intended for Port Allen, will be transhipped at this port. The vessel is scheduled to leave Hilo for Kahului on Friday evening and should return here late Saturday night or Sunday morning.

In dispatching this vessel for San Francisco at 6 o'clock Tuesday evening, Castle & Cooke, the local agents, will forward 2000 tons Hilo sugar, 1500 tons product from this port, and 1500 tons molasses from Kahului. Miscellaneous cargo will fill the vessel. A big list of passengers has been booked.

### Morton May Command Mongolia.

When the Pacific Mail liner Mongolia arrives at Honolulu on or about Friday morning, Captain Henry Morton may be found in command of the vessel, following his extended vacation spent on a tour of Europe as the companion and navigator for the Duke of Montpensier, a French nobleman.

Captain Morton has enjoyed a series of thrilling experiences since he relinquished command of the Pacific Mail liner some months ago. He was to have remained with the nobleman's private yacht for a two-years' cruise, but for the fact that a portion of the tour was curtailed owing to the European war.

### Many Sailings This Day

Four sailings for island ports are scheduled today. The Claudine, with passengers, a small cargo and late mails, will depart for Maui at 5 o'clock this evening. The Noeau has been supplied with general cargo, destined for discharge at windward ports. An Inter-Island freighter Alaskan sailed from Hilo for Salina Cruz on Saturday night, according to advices received here. The Alaskan brought a fair-sized cargo of general merchandise to the islands.

### Helene Brought Big Cargo

Bringing a big cargo of lumber amounting to 1,200,000 feet, the American schooner Helene has been sent to the Allen & Robinson wharf today. This vessel completed a passage from Port Blakeley in twenty-seven days. Captain Brignman reports a rather uneventful trip, with some contrary weather prevailing during the earlier part of the voyage.

### Persia for San Francisco Tomorrow

It is the present intention to dispatch the Pacific Mail liner Persia for San Francisco tomorrow evening, this vessel carrying lay-over passengers and a large accumulation of mail. The vessel is due to arrive from China and Japan ports with 300 tons Oriental cargo for discharge here. The Persia brings about 100 Filipinos and Japanese in the steerage.

### Tomorrow's Departures

Three Inter-Island steamers are expected to leave for regular ports tomorrow, including the Mikahala for Maui, Molokai and Lanai ports, with freight, passengers and mails. The Kinau is a regular departure at 5 o'clock for the island of Kauai, taking a quantity of cargo and quite a list of cabin and deck passengers.

### The Iwani has been placed on the berth to sail at noon for Mahukona and Kawaihae, taking cargo only.

### Alaskan Sailed for the Isthmus

Taking 1,000 tons sugar, with a quantity of sundries, including pineapples and other products, the American-Hawaiian freighter Alaskan sailed from Hilo for Salina Cruz on Saturday night, according to advices received here. The Alaskan brought a fair-sized cargo of general merchandise to the islands.

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## VESSLS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

MONDAY, MAY 5, 1913

SAN FRANCISCO—Arrived, May 5, 8 a. m. S. S. Tenyo Maru, hence April 29.

SAN FRANCISCO—Eailed, May 5, S. S. Maverick, for Honolulu.

MAHUKONA—Sailed, May 4, 8 a. m., Sch. Muriel for San Francisco.

HILO—Sailed, May 3, S. S. Alaskan, for Salina Cruz.

SEATTLE—Arrived, May 3, S. S. Columbian, from San Francisco.

SEATTLE—Sailed, May 3, S. S. Hilo, for Honolulu.

SEATTLE—Arrived, May 4, U. S. N. T. Nero, from Pearl Harbor April 23.

KAHULUI—Sailed, May 3, 6 p. m., S. S. Lansing, for Port San Luis.

Aerograms

S. S. Persia—Arrives from Yokohama Tuesday morning and will probably proceed to San Francisco early in afternoon same day.

S. S. Lurline—Arrives from San Francisco Tuesday morning with 30 cabin and 6 steerage passengers; 8 autos, 285 bags mail, 3300 tons cargo; Kahului: 340 tons; Pt. Allen, 50 tons; Kanaapali, 20 tons.

Following the discharge of 5000 bags sugar, the steamer Hall will be dispatched for regular ports of call along the coast of Kauai tonight. The Hall takes freight and passengers, departing at 5 o'clock.

### Helene Brought Big Cargo

Bringing a big cargo of lumber amounting to 1,200,000 feet, the American schooner Helene has been sent to the Allen & Robinson wharf today. This vessel completed a passage from Port Blakeley in twenty-seven days. Captain Brignman reports a rather uneventful trip, with some contrary weather prevailing during the earlier part of the voyage.

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It is the present intention to dispatch the Pacific Mail liner Persia for San Francisco tomorrow evening, this vessel carrying lay-over passengers and a large accumulation of mail. The vessel is due to arrive from China and Japan ports with 300 tons Oriental cargo for discharge here. The Persia brings about 100 Filipinos and Japanese in the steerage.

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## PASSENGERS ARRIVED

Per str. Kinau, from Kauai, May 4—Mrs. A. J. Fellows, Mrs. Kano, Miss Kano, Master Kano, C. Y. Aho, Paul On, Ben Hanafke, Mrs. Hanafke, Dr. J. T. West, Mrs. J. T. West, Mrs. Young Look, Sin Quan, M. H. Lorenz, J. Kamanwai, C. J. Cook, H. Rosenburg, William Wilson, J. B. Featherstone, Dr. W. F. Seymour, L. A. Doland, Miss B. B. Sol, S. C. Hannestead, C. S. Dole, S. T. Starett, Mrs. J. K. King, Mrs. J. Keonono, Mrs. W. H. Matthews, T. J. McGrath.

Per str. Claudine, from Maui ports, May 5—H. S. Swinton, W. G. Lett, A. Fujii, Ruth Wright, S. R. Dowdel, R. J. Baker, J. J. Horing, F. E. Richardson, John Waterhouse, M. Shedy, Captain Castle, J. N. Bergstrom; 54 deck.

Per str. Mikahala, from Maui and Molokai ports, May 4—Emma Ah Sing, D. Aca, Mrs. D. Aca, Mrs. W. H. Place.

## PASSENGERS DEPARTED

Per str. Mauna Kea, for Hilo via way ports, May 3—Mr. and Mrs. H. B. Corbett, Mrs. Coffin, Miss L. P. Fernandez, A. de Silva, Jno. Bell, A. Chong, W. M. Giffard, Capt. and Mrs. J. C. Lorenzen, D. E. Metzger, Mrs. J. M. Morse, Master Morse, Jno. S. Toole, R. E. Guthrie, Dr. Irwin, E. K. Fernandez, H. A. White, Miss B. Crozier, Mrs. M. J. Robello and R. Ross, Mrs. P. T. Phillips, Miss Ide, R. Ross, Dr. A. N. Sinclair, Mrs. Morris, Mrs. Andrew, Mr. and Mrs. K. L. Lyman, Mrs. F. Katterfeldt and infant, Miss R. Katterfeldt, Mrs. C. Crozier, Chas. Mahoe, R. H. Makekau.

## PASSENGERS BOOKED

Per str. Claudine, for Lahaina and Kahului ports, May 5—Miss I. J. Lawrence, R. L. Averbach.

Per str. Kinau, for Kauai ports, May 6—J. P. Cooke, Mr. and Mrs. E. A. Knudsen and family, Miss Fisher, R. F. Spalding, Miss Matthews, Miss Matthews, Mrs. W. H. Hammel, Miss H. Hammel, Miss H. Brown, Mr. and Mrs. G. P. Wilcox, J. P. Cooke.

Per str. Mikahala, for Maui and Molokai ports, May 6—J. F. Brown and wife, G. P. Wilder, E. A. Mott-Smith, A. F. Judd.

## Heia Maru Put Back for Repairs.

The Japanese power sloop Heia Maru is undergoing extensive repairs, following an experience at sea on Saturday afternoon that might have proved disastrous to a small crew of officers and sailors. The Heia Maru was partially wrecked through an explosion of an air compressor, the hold being flooded as a result of the accident to the machinery. The vessel was finally picked up by the Kaena, one of Admiral Eben Lew's steamers, and brought to Honolulu, arriving here late in the evening.

The officers and crew were transferred from the waterlogged Heia Maru to the Kaena and reached here without further mishap. It will take some weeks to complete repairs before the vessel can go into commission as a carrier of freight between this port and the windward side of Oahu.

## Fuel Oil for the Standard.

The Standard Oil tanker Maverick, with a full shipment of gasoline, kerosene and distillate, is due to arrive here on or about May 14, according to cables received from the coast today. The Maverick has not visited this port in some months.

## Muriel Departs With Sugar.

Taking a shipment of sugar, the schooner Muriel sailed from Mahukona on Sunday, the vessel being well supplied with cargo. The Muriel arrived in the islands some weeks ago, bringing a general cargo of merchandise as well as consignments of lumber.

## Hilonian on the Way.

Castle & Cooke Saturday afternoon received word that the Matson Navigation steamer Hilonian, with a large general cargo of mainland merchandise, sailed from Seattle, with destination as Honolulu and the island ports. The Hilonian gathered freight at San Francisco and Sound ports. The steamer should arrive here on or about May 12.

Completing the discharge of the last of a shipment of fuel oil the American tanker Lansing sailed from Kahului for San Francisco and Port San Luis on Saturday afternoon. The Lansing brought a part cargo of oil to Honolulu, which was delivered to the local branch of the Union Oil Company.

## BUSINESS ITEMS

Hawaiian Commercial closed at 27 bid on the San Francisco exchange on Saturday; Hawaiian Sugar, 27 bid; 30 asked; Honokaa, 3 bid, 7 asked; Hutchinson, 12 asked; Onomea, 21½ bid; Union 21½ bid.

For more than fifty years a cotton factory has been in operation at Villavieja, near Mazatlan, Mexico. Raw cotton is provided by different parts of Mexico, with a small amount from the United States. Last year 722,000 pounds of raw cotton were manufactured into denims and ducks, to the value of \$250,000.

Depression of the leading stocks gave the New York stock market an appearance of heaviness at the opening on Saturday. Several railroads and industrials sold below the previous day's close. Later the list stiffened but the recovery, lacked snap. Traders sold sparingly. The market closed easy. Anxiety was reported as prevailing in the markets of the world.

Mitchell, vice president of the American Federation of Labor, will resign that position to represent the New York State Labor Commission.

# Fire Proof Storage

CITY TRANSFER CO.  
JAS. H. LOVE

## MASSMEETING IS WELL-ATTENDED AFFAIR GIVES REASONS FOR BECOMING A CHRISTIAN

Four hundred and thirty-five men attended the second of a series of massmeetings under the auspices of the Young Men's Christian Association in the Empire theatre last evening. The meeting was preceded by a sacred concert by the Hawaiian Band, including a number of vocal selections by Madam Alapai. The concert was well rendered and put those present in good mood for the service which followed.

The meeting was presided over by R. H. Trent, president of the Young Men's Christian Association, and with him on the platform, besides the speaker, were representatives of the various churches of the city and the Central Union male quartet. Following a prayer led by the Rev. D. C. Peters, of the Christian church, Trent introduced Rev. J. H. Smith, of Philadelphia, the speaker of the evening, who began his address in an informal way by saying that he would not speak to those present with regard to the lower forms of sin, as he believed they already knew the evil of these, but that he would speak of the power of Christ which would help them to lead better lives.

He said that in the audience there were three classes of men, all of whom had special needs, and that he would illustrate the manner in which Christ met these needs by taking special illustrations from the Bible. His first illustration was that of the man who is lowest down in the moral scale, and whose parallel is the famous woman of Samaria, whom Christ met, conversed with, convinced her of her sin and led her not only to a righteous life but made her turn successful in winning other persons. The second class of men which he referred to was that composed of those who are high up on the moral scale. As an illustration of this, the speaker referred to Nicodemus, one of the rulers of Israel, a good man and one of high purpose, but who needed what Christ called "being born again," the beginning of a new spiritual life, conscious of its relation to God and its touch with Him.

The third class set forth by the speaker was illustrated by the rich young man who, on one occasion, came running to Jesus asking what he might do to inherit eternal life. Christ's message to the young man was two-fold: First, for him to keep the commandments; this the young man said he had done. Second, Christ told him that he would have to change the place of his investments. He was a rich young man, and had spent his time, energy and money in what might be called worldly ways. Christ's request was that he begin to choose investments to more permanent things and follow Him. This the young man was not willing to do.

Doctor Smith closed his address with emphasis on the importance of being filled with and led by God's spirit. Following a song by the Central Union Church quartet, the meeting came to a close.

## RIFLE EXPERTS TO WORK OUT SUNDAY

(Continued from page one)

five per cent of duty on done year's service prior to the date of the national competition; (a). All those who have qualified in the first class and as marksmen or better in 1911 and 1912; (b). All those who have been principals or alternates at national competitions; (c). All those who have made 80 per cent at 200 and 300 yards in 1912 where a 500 yards was not available.

III. Those who make 76 per cent in surprise fire and 80 per cent in slow fire, and those who have been principals or alternates at national competitions will be certified for entry in final practice for place on the rifle team.

IV. No preliminary firing or practice will be allowed a contestant on the day he is to fire a record score until after such record is completed. Record scores need not be fired for each range on the same day.

V. Within five days after the completion of such competitions the officers conducting the competitions will send through channels, certified copies of the names and scores of those qualifying to the adjutant general.

VI. Major William R. Riley, 1st Inf., is detailed as coach for the rifle team, and will make report upon the proficiency of those seeing places as principals and alternates upon the team, taking into consideration the following factors: The proper use and care of the rifle, steadiness and reliability, high scores, individual and pair averages, and team work.

VII. Four shooting members of the rifle team should be men who have never competed as principals in a national team match.